

SCIP

2

APPLICATION FOR FINANCIAL

GRANT

Revised 4/99

CBO2G

IMPORTANT: Please consult the "Instructions for Completing assistance in completion of this form.

for

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 13 / 02

CONTACT: Greg Long PHONE # 513-352-5289

(THE PROJECT CONTACT PERSON

SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581

E-MAIL greg.long@rcc.org

PROJECT NAME: Madison Road / Red Bank Expressway Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☐ 4. Village
- ☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,388,950
- ☐ 2. Loan \$
- ☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,314,916 FUNDING REQUESTED: \$ 1,388,950

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,388,950

LOAN ASSISTANCE: \$

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
- ☐ Local Transportation Improvements Program
- ☐ Small Government Program

2002 SEP 13 PM 3:02

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C / C

Local Participation %

OPWC Participation %

Project Release Date:

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved:

SCIP Loan RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- | | | | |
|-----|---|-----------------|-------|
| a.) | Basic Engineering Services: | \$ _____ .00 | _____ |
| | Preliminary Design | \$ _____ | |
| | Final Design | \$ _____ | |
| | Bidding | \$ _____ | |
| | Construction Phase | \$ _____ | |
| | Additional Engineering Services | \$ _____ .00 | _____ |
| | *Identify services and costs below. | | |
| b.) | Acquisition Expenses: | | |
| | Land and/or Right of Way | \$ _____ .00 | _____ |
| c.) | Construction Costs: | \$ 2,174,998.00 | _____ |
| d.) | Equipment Purchased Directly: | \$ _____ .00 | |
| e.) | Permits, Advertising, Legal: | \$ _____ .00 | |
| | (Or Interest Costs for Loan Assistance Applications Only) | | |
| f.) | Construction Contingencies: | \$ 139,918.00 | |
| g.) | TOTAL ESTIMATED COSTS: | \$ 2,314,916.00 | |

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>925,966.00</u>	<u>40%</u>
c.) Other Public Revenues		
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>925,966.00</u>	<u>40</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,388,950.00</u>	<u>60</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC FUNDS:	\$ <u>1,388,950.00</u>	<u>60</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,314,916.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Madison Road / Red Bank Expressway Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Madison Road from Ridge Avenue to approximately 300 feet east of Red Bank Expressway. Red Bank Expressway from Brotherton Road to Duck Creek Road.

(see attached map)

PROJECT ZIP CODE: 45227

B: PROJECT COMPONENTS:

Rehabilitated pavement will consist of three inches of asphaltic concrete. Reconstruct pavement with full depth concrete base (9") and 3 inches of asphaltic concrete surface course as required. Curb and sidewalk will be replaced where their condition or grading requirements warrant. Widening of portion of Red Bank Expressway for new left turn lane (at 100% City cost)

C: PHYSICAL DIMENSIONS:

Project covers 11,304 linear feet, and ranges from four to five lanes wide.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 45,043 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

Street Rehab portion of project is categorized repair/replacement. This work is eligible for SCIP funding. Widening portion Red Bank Expressway is categorized new/expansion, and will be paid 100% from local funds.

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,862,867

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 452,049

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>12 / 1 / 02</u>	<u>6 / 1 / 03</u>
4.2 Bid Advertisement and Award:	<u>6 / 5 / 03</u>	<u>8 / 11 / 03</u>
4.3 Construction:	<u>8 / 15 / 03</u>	<u>12 / 31 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	<u>Timothy Riordan</u>
	TITLE	<u>Acting Deputy City Manager</u>
	STREET	<u>Room 104, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 2457</u>
	FAX	<u>(513) 352 - 2458</u>
	E-MAIL	<u>tim.riordan@rcc.org</u>
5.2	CHIEF FINANCIAL OFFICER	<u>William Moller</u>
	TITLE	<u>Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 6275</u>
	FAX	<u>(513) 352 - 2370</u>
	E-MAIL	<u>bill.moller@rcc.org</u>
5.3	PROJECT MANAGER	<u>Jay Gala</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 430, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3423</u>
	FAX	<u>(513) 352 - 1581</u>
	E-MAIL	<u></u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

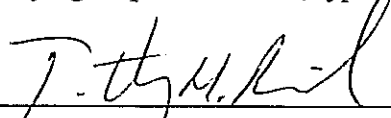
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Acting Deputy City Manager

Certifying Representative (Type or Print Name and Title)



Signature/Date Signed

City of Cincinnati



Department of Transportation and Engineering
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

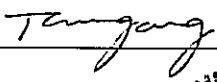
Eileen Enabnit
Director

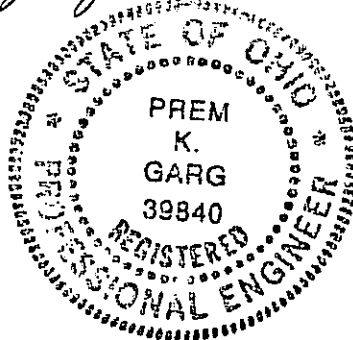
Prem Garg, P.E.
City Engineer

September 13, 2002

Subject: Madison Road / Red Bank Expressway Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty-five (20) years.



(seal) 

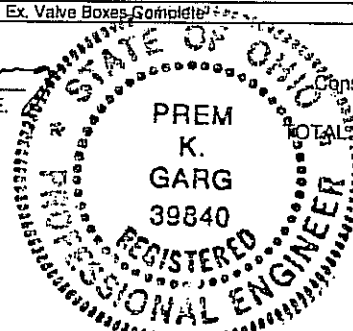
Prem Garg, P.E.
City Engineer
City of Cincinnati

Madison Road / Red Bank Expressway Improvements

9/4/02

REF.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	1 Lump Sum	Contract Bond	\$10,000.00	\$10,000
2	Special	1 Lump Sum	Project Contingency	\$75,000.00	\$75,000
3	201	1 Lump Sum	Clearing And Grubbing	\$5,000.00	\$5,000
4	202	879 l.f.	Curb Removed	\$8.00	\$7,032
5	202	879 l.f.	Guardrail Removed	\$1.00	\$879
6	202	5 e.a.	Catch Basin Removed	\$1,000.00	\$5,000
7	202	202 s.y.	Concrete Ditch Removed	\$5.00	\$1,010
8	203	533 c.y.	Excavation Not Including Embankment	\$35.00	\$18,655
9	203	1,177 c.y.	Embankment	\$35.00	\$41,195
10	203	959 s.y.	Subgrade Compaction	\$2.00	\$1,918
11	205	100 tons	Special Fill Material	\$15.00	\$1,500
12	251	1,387 s.y.	Part. Depth Pavt. Repair, Flexible Pavement	\$30.00	\$41,610
13	252	11,150 s.y.	Full Depth Rigid Pav't Removal & Flexible Replacement	\$50.00	\$557,500
14	254	72,159 s.y.	Pavement Planing, Bituminous	\$2.00	\$144,318
15	254	0 s.y.	Patching Planed Surface	\$5.00	\$0
16	304	347 c.y.	Aggregate Base	\$30.00	\$10,410
17	407	383 gallon	Tack Coat	\$1.00	\$383
18	448	2,395 c.y.	Asphalt Concrete Intermediate Course, Type 1	\$80.00	\$191,600
19	448	3,630 c.y.	Asphalt Concrete Surface Course, Type 1H	\$80.00	\$290,400
20	451	1,032 s.y.	9" Concrete Base	\$38.00	\$39,216
21	601	202 s.y.	Paved Concrete Ditch	\$25.00	\$5,050
22	602	0 c.y.	Brick Masonry	\$250.00	\$0
23	603	275 l.f.	12" Conduit, Type "H"	\$50.00	\$13,750
24	603	10 l.f.	15" Conduit, Type "H"	\$55.00	\$550
25	Special	50 l.f.	Connection Pipe Cleaned	\$10.00	\$500
26	603	0 l.f.	3" Conduit, Type "G"	\$15.00	\$0
27	604	2 ea.	Manhole Adjusted to Grade W/Rings	\$75.00	\$150
28	604	66 ea.	Manhole Adjusted to Grade W/O Rings	\$350.00	\$23,100
29	604	62 ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$21,700
30	604	10 ea.	Valve Chambers Adjusted to Grade W/ Rings	\$350.00	\$3,500
31	604	1 ea.	SGI Adjusted To Grade	\$300.00	\$300
32	604	1 ea.	DGI/CI Adjusted To Grade	\$350.00	\$350
33	604	7 ea.	DGI/CI Repaired & Adjusted To Grade	\$450.00	\$3,150
34	604	3 ea.	Const. Of DGI/CI & Abandon Old Style Curb Inlet	\$1,800.00	\$5,400
35	604	3 ea.	Inlets Repaired (Ditch or Curb)	\$325.00	\$975
36	604	7 ea.	Const. Of DGI/CI	\$2,500.00	\$17,500
37	604	87 ea.	Inlet Grates	\$100.00	\$8,700
38	608	8 e.a.	Curb Ramp	\$750.00	\$6,000
39	608	19,109 s.f.	Concrete Walk	\$5.00	\$95,545
40	609	11,350 l.f.	Concrete Curb Repair, Type P-4	\$21.00	\$238,350
41	609	1,779 l.f.	Concrete Curb, Type B-1	\$35.00	\$62,265
42	612	200 s.y.	Concrete Median	\$50.00	\$10,000
43	814	1 Lump Sum	Maintaining Traffic	\$40,000.00	\$40,000
44	Special	6 ea.	Project Signs	\$450.00	\$2,700
45	614	1 Lump Sum	Traffic Control	\$30,000.00	\$30,000
46	616	20 Mgal	Dust Control	\$1.00	\$20
47	619	1 Lump Sum	Field Office, Type B	\$2,000.00	\$2,000
48	623	1 Lump Sum	Construction Layout Stakes	\$500.00	\$500
49	624	1 Lump Sum	Mobilization	\$5,000.00	\$5,000
50	625	0 Lump Sum	Lighting System Complete	\$100,000.00	\$0
51	627	20,550 s.f.	Concrete Driveway	\$5.00	\$102,750
52	628	4,500 l.f.	Sawing Concrete	\$2.50	\$11,250
53	629	150 l.f.	Curbs Reset	\$50.00	\$7,500
54	632	1 Lump Sum	Traffic Signal System Complete	\$75,000.00	\$75,000
55	642	4.5 mile	Center Line	\$1,500.00	\$6,750
56	644	2,200 l.f.	Transverse Line	\$6.00	\$13,200
57	644	900 l.f.	Stop Line	\$6.00	\$5,400
58	644	22,300 l.f.	Lane Line	\$1.00	\$22,300
59	644	1,500 l.f.	Crosswalk Line	\$3.00	\$4,500
59	644	12 e.a.	Word On Pavement	\$75.00	\$900
59	644	12 e.a.	Lane Arrow	\$130.00	\$1,560
60	653	120 c.y.	Topsoil Furnished & Placed	\$20.00	\$2,400
61	659	4,609 s.y.	Seeding and Mulching	\$3.00	\$13,827
62	659	2.00 tons	Commercial Fertilizer	\$400.00	\$800
63	659	475 gallon	Water	\$0.50	\$238
64	659	2.00 tons	Agricultural Lime	\$55.00	\$110
65	1125	45 ea.	Resetting Ex. Valve Boxes Complete	\$150.00	\$6,750

Prem K. Garg, P.E.
City Engineer
City Of Cincinnati



Total: \$2,174,998
Construction Contingency: \$139,918
TOTAL ESTIMATED COSTS: \$2,314,916

City of Cincinnati



Department of Finance

September 13, 2002

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

RE: Status of Funds for Local Share of 2003 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2003 SCIP/LTIP Projects (Round 17 Funding) are recommended by the City Manager for funding in the City's 2003 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Madison Road – Brotherton to Edwards
Queen City Avenue – Harrison to White
Gilbert Avenue / Montgomery Road – Elsinore to Brewster
Dixmyth Avenue – M. L. King to Clifton
Vine Street – Erkenbrecher to Mitchell
Eastern Avenue – Wortman to Columbia Parkway

STREET IMPROVEMENT PROJECTS

Kirby Road Improvements – Virginia to North Bend
Madison Road / Red Bank Expressway Improvements
Queen City Avenue Improvements – White to Wyoming

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds.

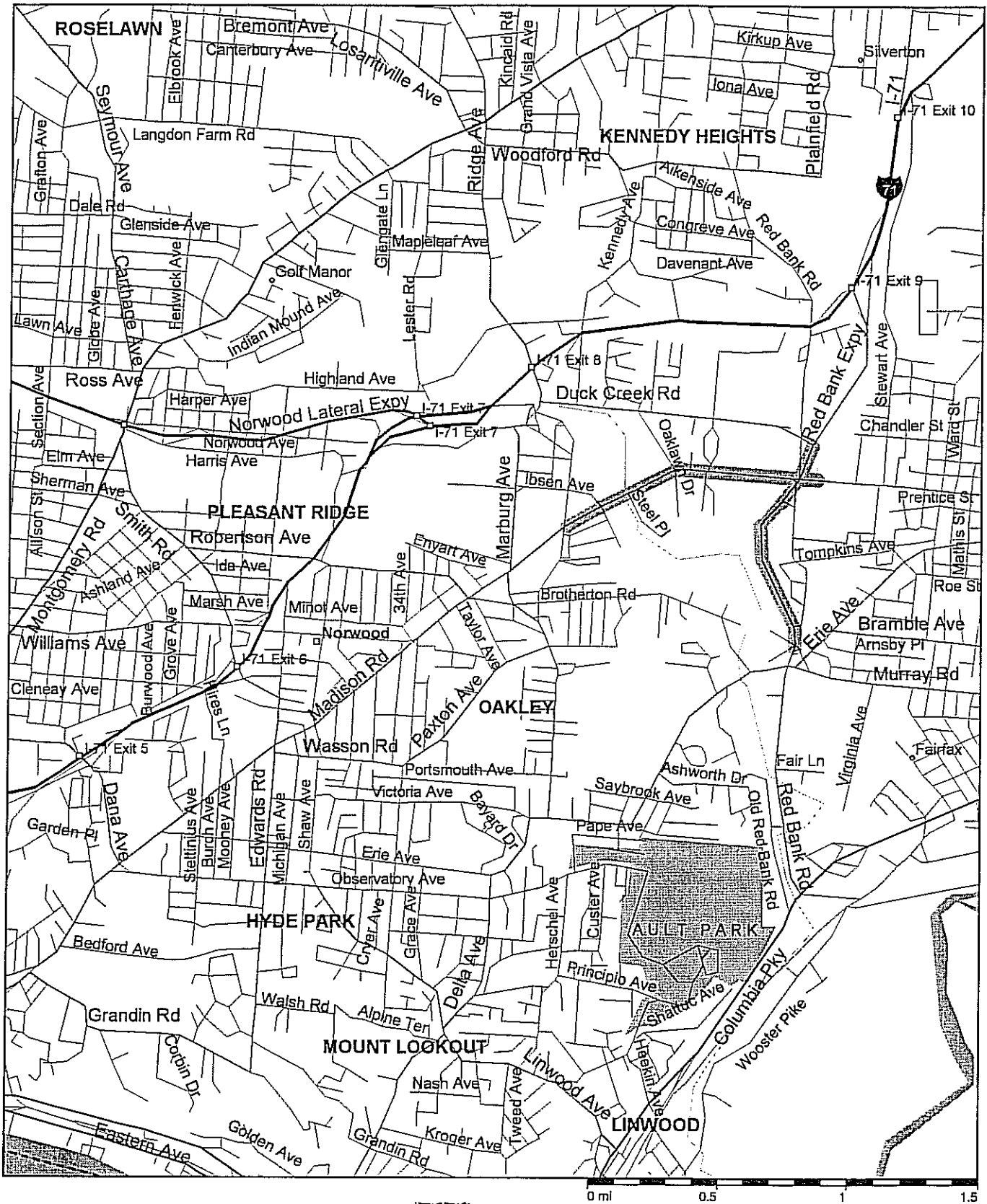
If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

William E. Moller
Director of Finance

cc: T. Riordan, Acting DCM, P. Heile, Law, B. Ashford, Budget, E. Enabnit, Transportation & Engineering
P. Garg, Engineering, K. Conn, Engineering, J. Vogel, Engineering, J. Buttner, Engineering
J. Flading, Engineering, G. Long, Engineering, C. Ertel, Engineering, D. Cline, Engineering
Adm. Files, Eng. Div. File

Madison Road / Red Bank Expressway Improvements



Streets98

AB

City of Cincinnati
An Ordinance No. 345

- 2002

AUTHORIZING the City Manager to apply for and accept street improvement funding grants and loans from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$8,600,950, to be used for six street rehabilitation projects and three street improvement projects.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, City of Cincinnati local matching funds for the nine street improvement and rehabilitation projects are available in the 2003 Street Rehabilitation, 2003 Street Improvement, 2003 Community Street Improvement, and 2003 Wall Stabilization/Landslide Correction Programs; and Stormwater Management; now, therefore

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

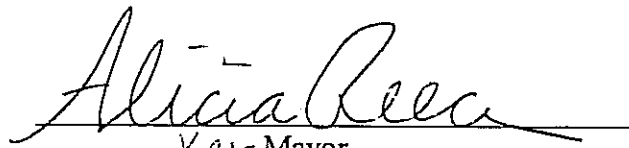
Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants and for loans at an interest rate acceptable to the Director of Finance in the approximate amount of \$8,600,950 for funding six nine street rehabilitation projects, namely Dixmyth Avenue, Queen City Avenue, Gilbert/Montgomery, Madison Road, Eastern Avenue, and Vine Street; and three street improvement projects for Madison/ Red Bank, Kirby Road, and Queen City Avenue; and to accept such grants and loans if awarded by the Ohio Public Works Commission.

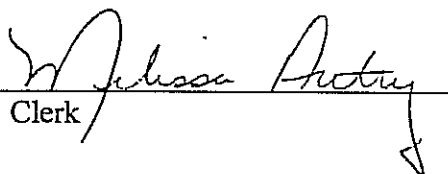
Section 2. That the City Manager and other proper City officials are hereby authorized to execute such agreements and other documents as are required by the State for receipt and

administration of the above grants and loans, and the Director of Finance is authorized to receive said grant and deposit funds therefrom in Department of Transportation and Engineering capital improvement program project accounts, in accord with the terms of Section 1 hereof.

Section 3. This ordinance is an emergency measure necessary for the immediate preservation of the public peace, welfare, and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet critical funding application deadlines, and to have legislation in place in order to receive and utilize grant funds at the earliest possible time.

Passed October 30, 2002


Vice Mayor

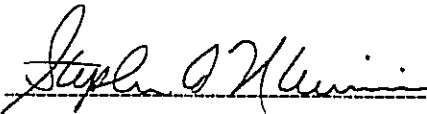
Attest: 
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 345
2002 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-12-02

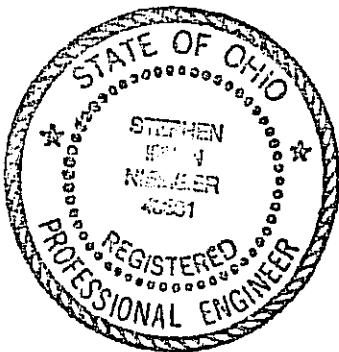
Clerk of Council

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Red Bank Expressway – Brotherton Ct to Duck Creek** project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.

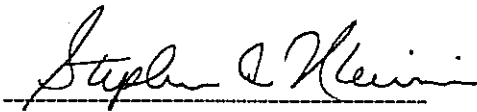


Stephen I. Niemeier, P.E.
Supervising Engineer



CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Madison Road – Red Bank to Ridge project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



City Of Cincinnati

Department of Transportation and Engineering



9/13/2002

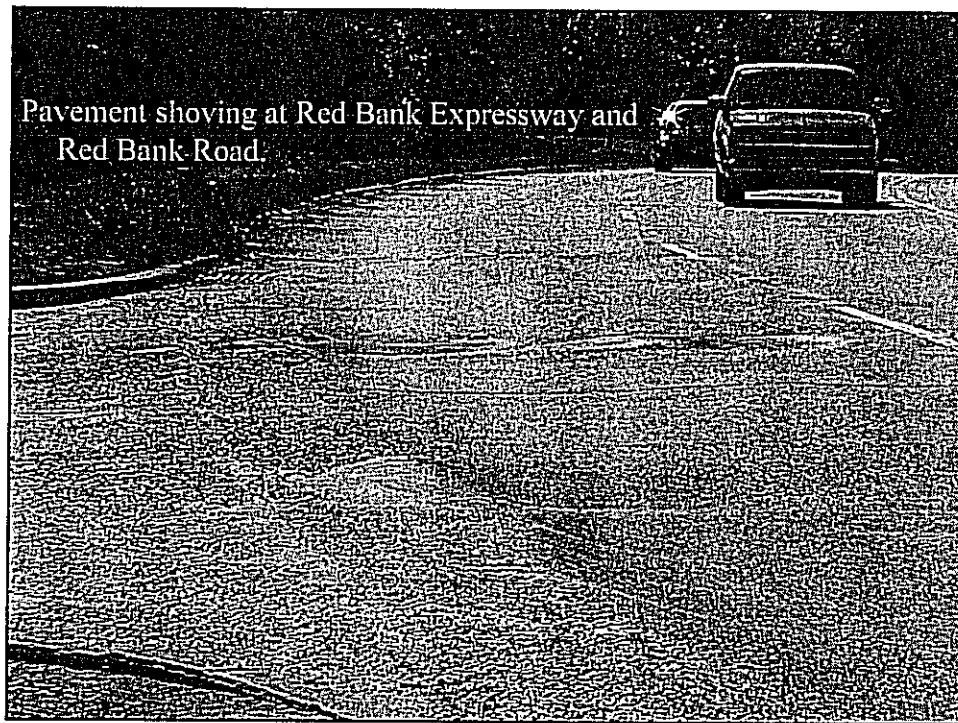
Madison Road / Red Bank Expressway Improvements

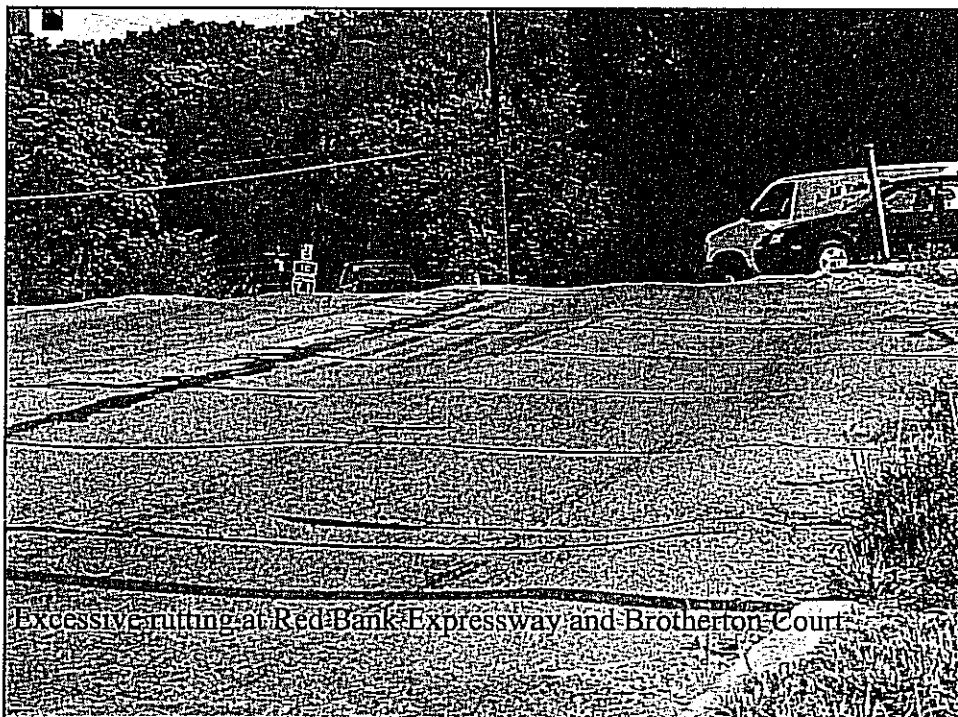
Documentation for condition is provided in the appendix.

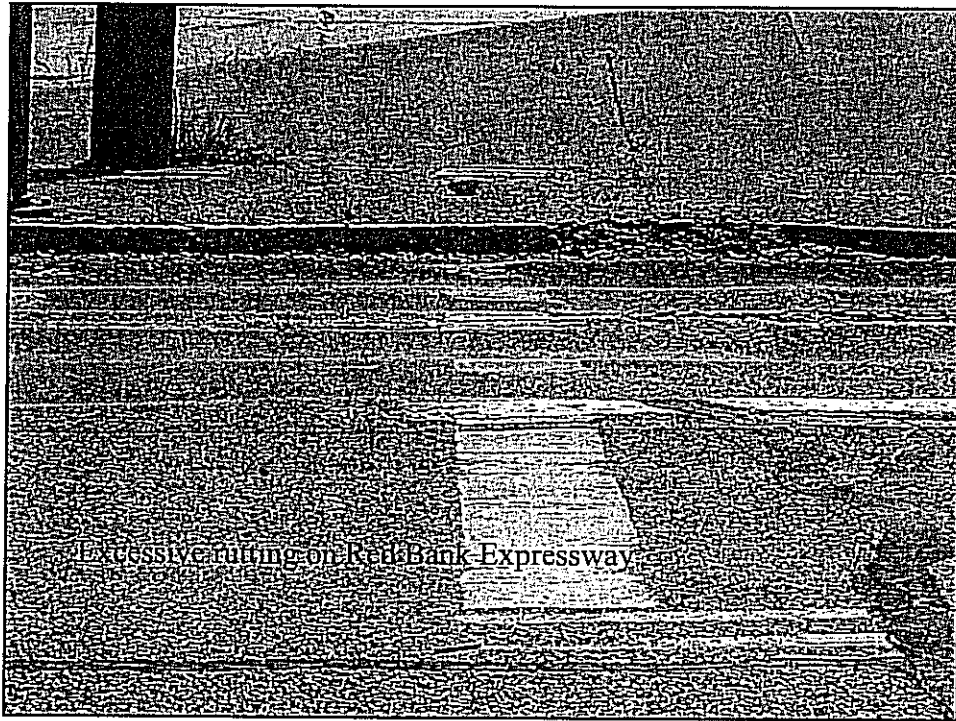
Appendix A: Condition of Existing Red Bank Pavement
Pictures

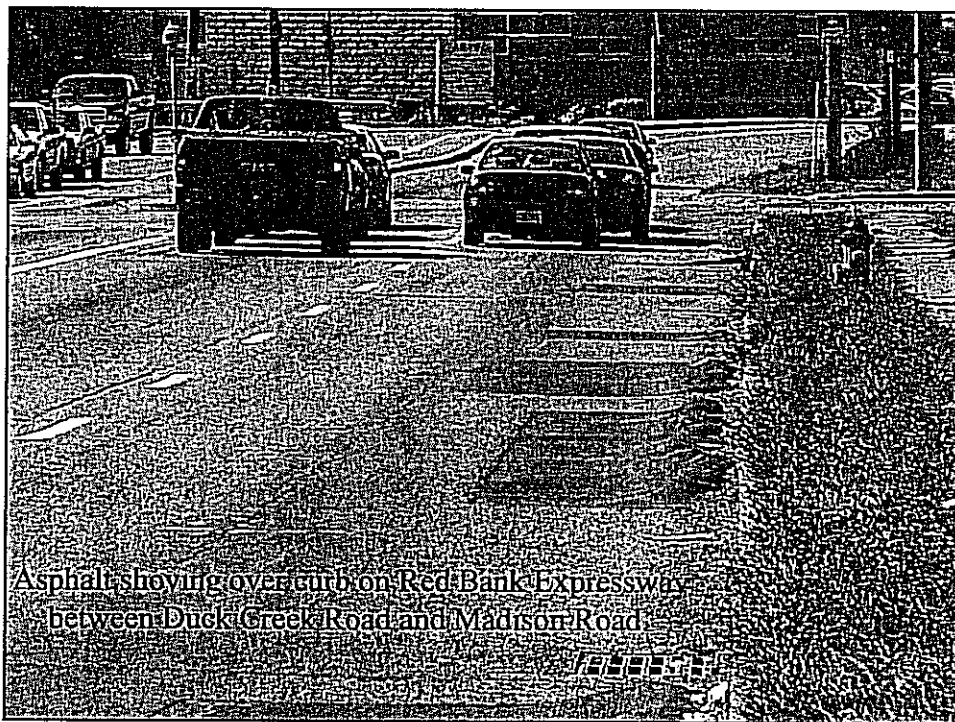
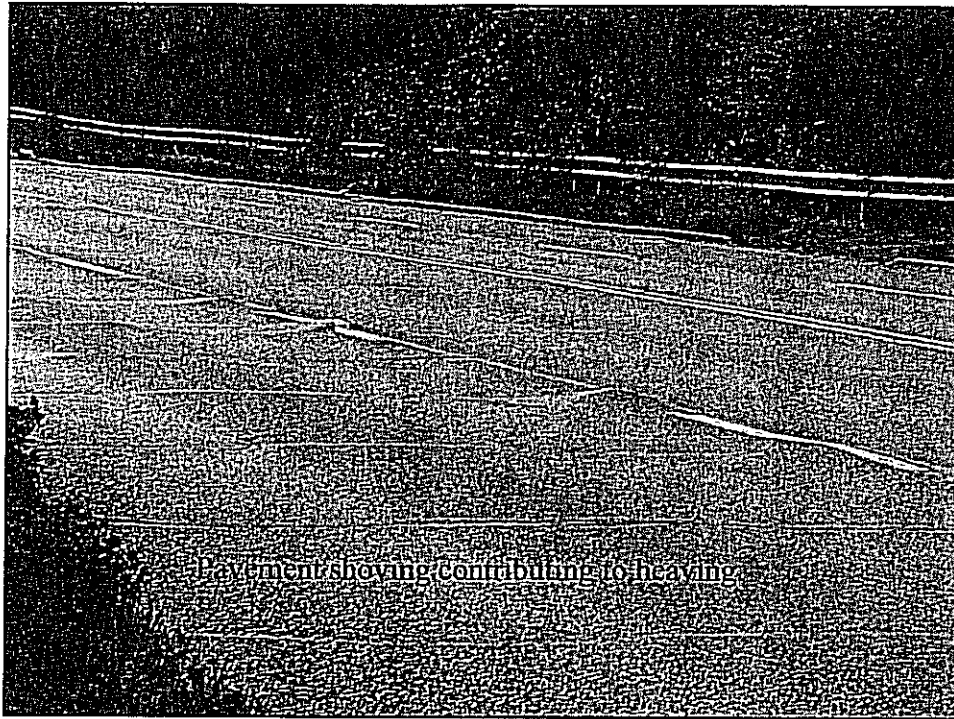
Appendix B: Pavement Widening Red Bank
Plan

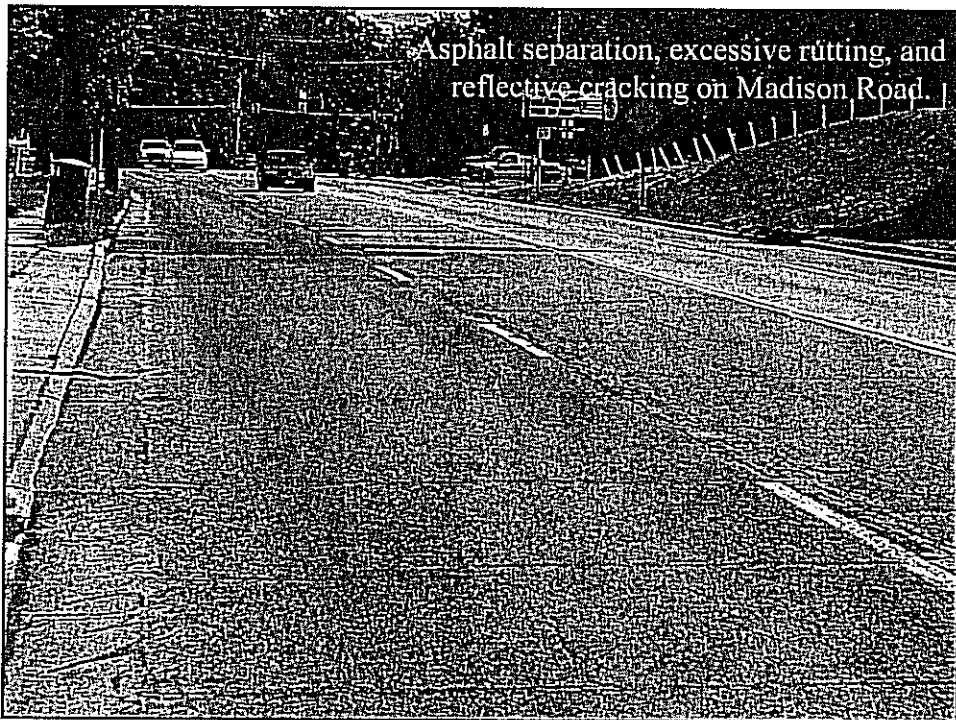
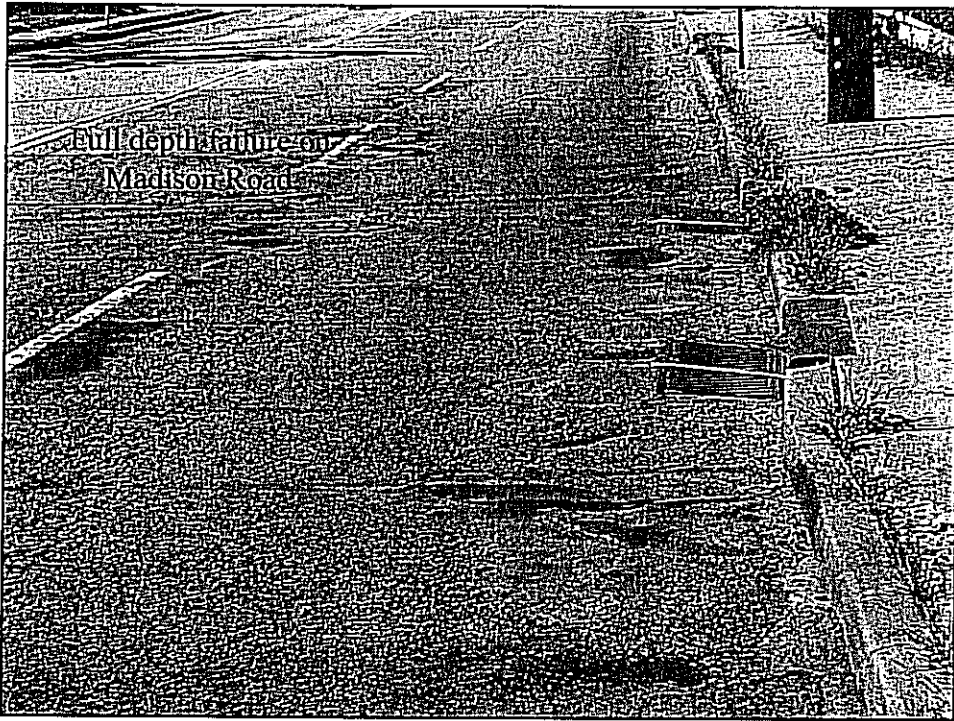
Appendix C: Condition of Existing Madison Pavement
Pictures

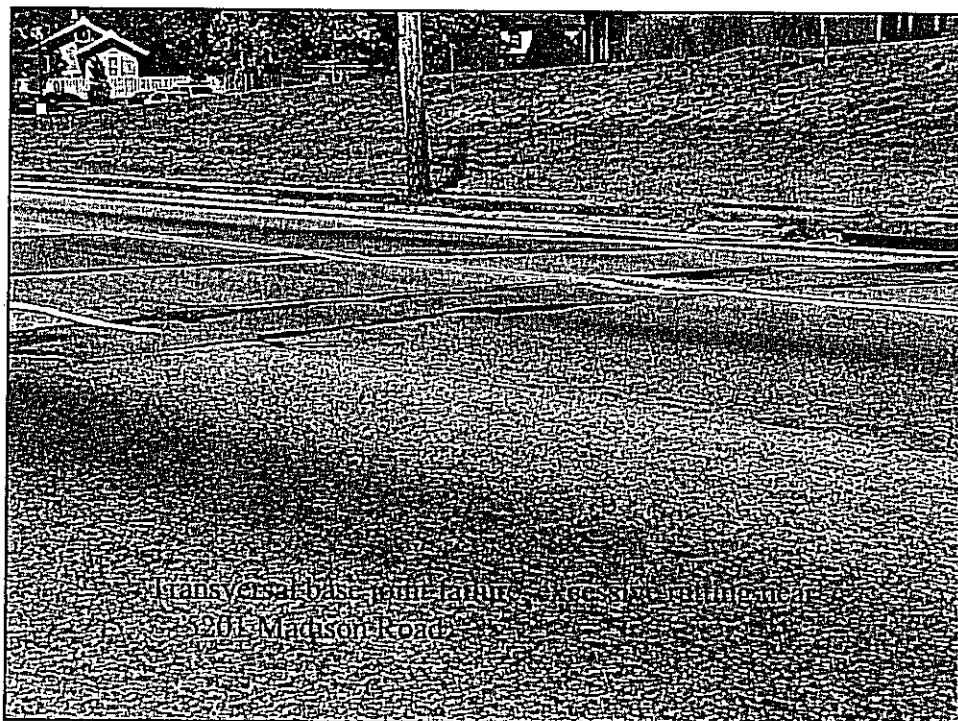
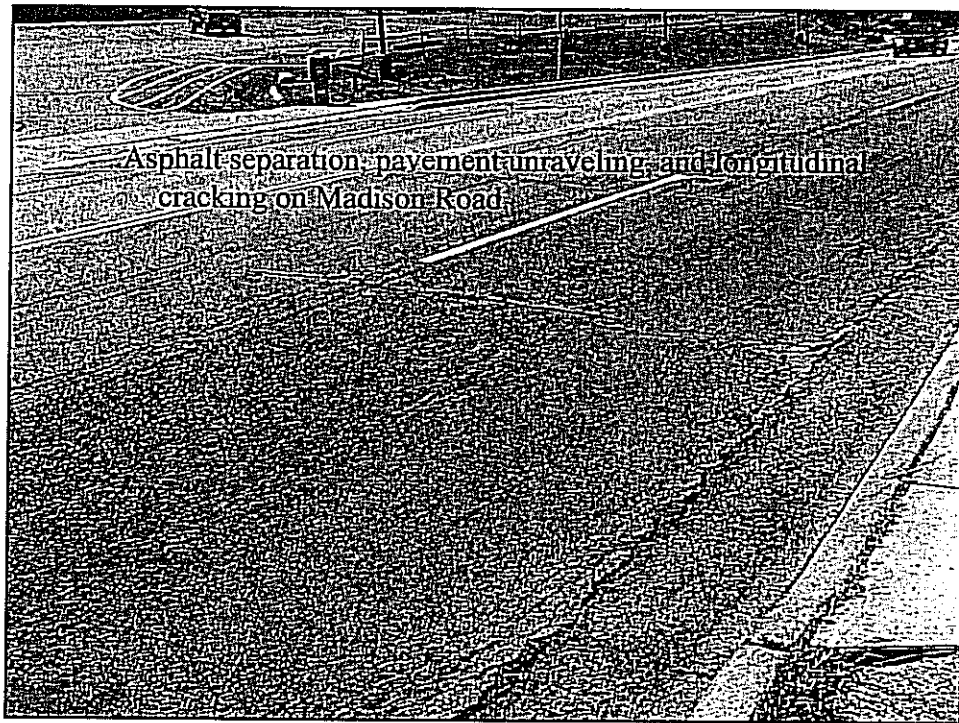


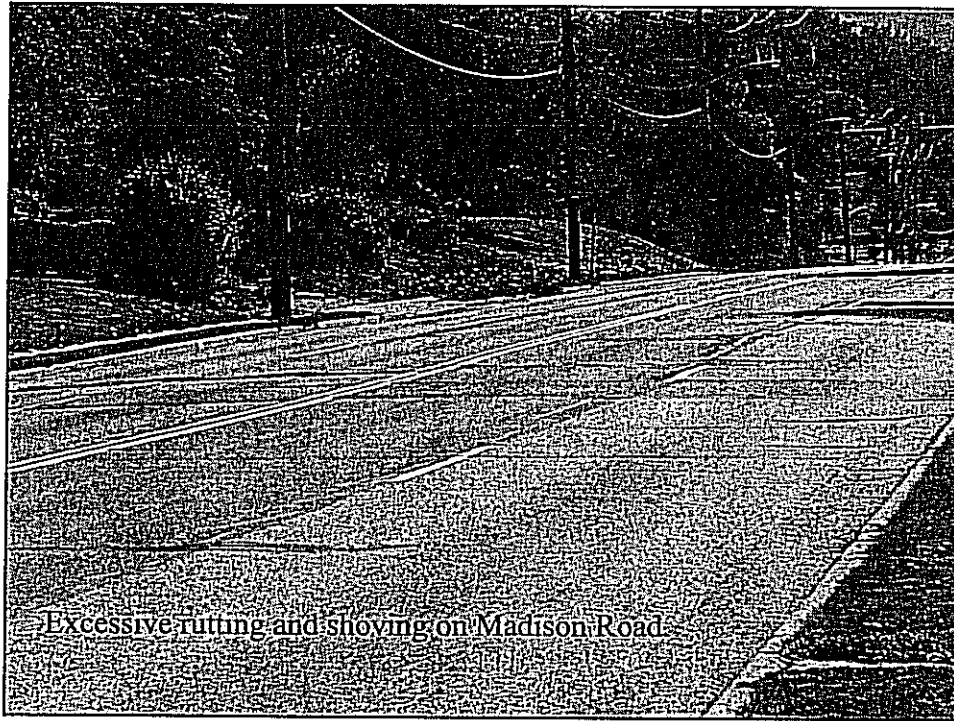












ADDITIONAL SUPPORT INFORMATION

Madison Road / Red Bank Expressway Improvements

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Madison and Red Bank have an asphalt surface that is showing significant fatigue. The pavements have been rutted and shoved over the years, resulting in a washboard type surface that impairs ride quality and presents driver control issues in the curves. The pavements are in very poor condition due to severe cracking, rutting and significant base failures. The pavements are underlain with concrete base and most of the joints are completely deteriorated. Pictures are included to document the condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project includes a widening of Red Bank Expressway on the east side from Brotherton Road northward to approximately 1000' north of the Old Red Bank Road intersection. (This widening will match a similar widening on its north end that will be built this winter to serve the new Corsica Hollow commercial/office development currently under construction.) The widening will permit a the addition of a southbound left turn lane into Old Red Bank Road, which will be needed to accomodate the both the additional traffic to be generated by the new Centennial Station apartment complex (302 units that will be built in early 2003), and current traffic generated by the existing businesses between Old Red Bank Road and Red Bank Expressway. The widening will also provide for a lengthened existing left turn lane south of Old Red Bank onto Brotherton Road, which is too short to provide adequate storage of existing traffic volumes. When the left turn lane is full of vehicles, additional left turn traffic is required to come to a halt in one of the southbound through lanes, thus blocking traffic.

The widening will improve safety by moving left turning traffic out of the southbound through lanes into dedicated left turn lanes, reducing the inherent hazards of traffic turning left from through traffic lanes. Left turn lanes reduce the incidence of rear-end type accidents, and this widening will reduce that hazard at two separate intersections.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project will have no measurable impact to improve the health of the public.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Madison Road / Red Bank Expressway Improvements

Priority 2 Kirby Road Improvements

Priority 3 Dixmyth Avenue Rehabilitation

Priority 4 Queen City Avenue Rehabilitation

Priority 5 Queen City Avenue Street Improvement – White to Wyoming

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

This project will permit more development. Refer to attached plan sheet showing additional lane on Red Bank Expressway to allow improved access to Old Red Bank Road. Specifically, it will permit vehicular access to the new 302 unit Centennial Station Apartment development off the southeast side of Old Red Bank Road and existing businesses located between Old Red Bank Road and Red Bank Expressway. Improved access to Old Red Bank makes property north of Centennial Station viable development sites.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 30 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Municipal Road Fund Application- Red Bank Road from Brotherton Road to Duck Creek Road

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The project will serve future demand. Specifically, the Red Bank Expressway widening and associated installation of a southbound left turn lane will permit improved vehicular access to Old Red Bank Road for the Centennial Station apartment complex and for the other businesses along the northwest side of Old Red Bank Road. The widening will also allow the lengthening of the existing southbound left turn lane to Brotherton Road to provide adequate storage. (The existing left turn lane is too short for existing traffic volumes, requiring left turning vehicles to queue up into through lanes. It is being lengthened to deal with existing and future volumes.)

The left turn lane widening meets the FUTURE DEMAND qualifications in that it provides sufficient capacity and service for fully developed area conditions.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 9 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded. Red Bank Road and Madison Road are classified as principal arterials and serve 45,043 vehicles per day. The improvements to this infrastructure will have a major impact to the jurisdiction. Red Bank Expressway serves as a primary feed to its interchange with Interstate 71.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban or restriction has been issued.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 45,043 X 1.20 = 54,052 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X _____

Infrastructure Levy X _____ Specify type Dedicated portion of City Earnings Tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: CINCINNATI
NAME OF PROJECT: MADISON ROAD / RED BANK EXPRESSWAY
RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

☒ 20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

*Extensive blown
joints, very rough
lots of pot holes &
patches*

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

☒ 15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

Appeal Score

see Att.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

☒ 25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

☒ 10 - No

0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score

0

10 – The project will directly secure significant new employment

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

NO CHANGE FROM
ORIGINAL.

+3 PER GROUP
DISCUSSION.

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

LOCAL = 40%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

Appeal Score

10 – Project design is for future demand.

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

Appeal Score

10 – Major impact

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

54,052

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.